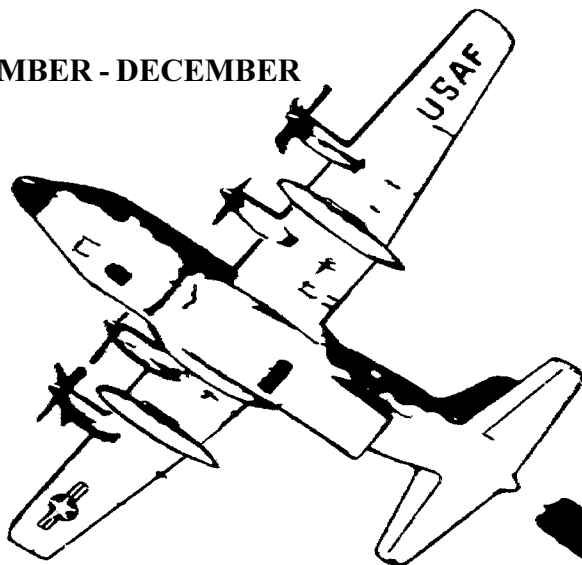


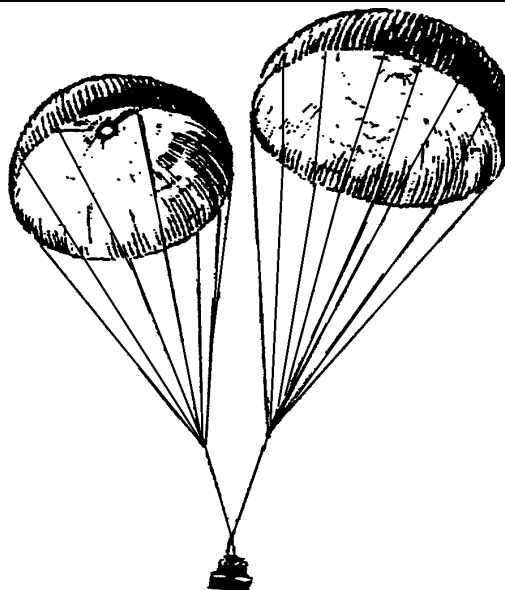
SEPTEMBER - DECEMBER

VOLUME III 1999



TRIENNIAL

**AIRDROP REVIEW
AND
MALFUNCTION/SAFETY
ANALYSIS**



PREPARED BY
THE US ARMY QUARTERMASTER SCHOOL
FORT LEE, VIRGINIA 23801-1502

AIRBORNE CREED

I am an Airborne trooper! A paratrooper!

I jump by parachute from any plane in flight. I volunteered to do it, knowing well the hazards of my choice.

I serve in a mighty Airborne Force—famed for deeds in war—renowned for readiness in peace. It is my pledge to uphold its honor and prestige in all I am—in all I do.

I am an elite trooper—a sky trooper—a shock trooper—a spearhead trooper. I blaze the way to far-flung goals—behind, before, above the foe's front line.

I know that I may have to fight without support for days on end. Therefore, I keep mind and body always fit to do my part in any airborne task. I am self-reliant and unafraid. I shoot true, and march fast and far. I fight hard and excel in every art and artifice of war.

I never fail a fellow trooper. I cherish as a sacred trust the lives of men with whom I serve. Leaders have my fullest loyalty, and those I lead never find me lacking.

I have pride in the Airborne! I never let it down!

In peace, I do not shirk the dullest duty nor protest the toughest training. My weapons and equipment are always combat ready. I am neat of dress—military in courtesy—proper in conduct and behavior.

In battle, I fear no foe's ability, nor underestimate his prowess, power and guile. I fight him with all my might and skill—ever alert to evade capture or escape a trap. I never surrender, though I be the last.

My goal in peace or war is to succeed in any mission of the day—or die, if needs be, in the try.

I belong to a proud and glorious team—the Airborne, the Army, my Country. I am its chosen pride to fight where others may not go—to serve them well until the final victory.

*I am a trooper of the sky! I am my Nation's best!
In peace and war I never fail. Anywhere, anytime, in anything—
I am AIRBORNE!*

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TAR&M/SA VOL III

PREFACE

The airdrop review and malfunction/safety analysis is published by the US Army Quartermaster School in hopes that by “passing the word” the malfunction rate within the Armed Forces may be minimized. The review and analysis in this issue covers the period 1 September 1999 - 31 December 1999.

POC AND MAILING ADDRESS

The POC for Airdrop Malfunction Reports, Monthly Airdrop Summary Reports, and any other information concerning the Airdrop Review and Malfunction/Safety Analysis is Mr. Roger Hale. All correspondence for the above reports and analysis should be addressed to:

**AERIAL DELIVERY AND FIELD SERVICES DEPARTMENT
ATTN MR ROGER HALE
USA QUARTERMASTER CENTER AND SCHOOL
1010 SHOP ROAD
FORT LEE VA 23801-1502**

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ATTN MR ROGER HALE
USA QUARTERMASTER CENTER AND SCHOOL
1010 SHOP ROAD
FORT LEE VA 23801-1502**

REPORTS AND ANALYSES

The Malfunction Review Board met at Fort Lee, Virginia on 9 - 10 February 2000. A breakdown of the areas in which malfunctions occurred from 1 September through 31 December 1999 follows:

<u>CATEGORY</u>	<u>QUANTITY</u>
Containers/CRRC	10
Platforms	
LVAD	3
Personnel	25

All DD Forms 1748-2 (Airdrop Malfunction Report (Personnel-Cargo)) are reviewed, and any identifying information is removed. Block 24 is annotated to include both Army and Air Force references if only one is given. No grammatical editing is done to the reports.

CARGO MALFUNCTION REPORTS AND ANALYSES

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 143 GS	11. DZ ELEVATION (Feet) 550	12. SURFACE WINDS (Knots) 0	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT 8 Foot Training Load 2855 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512 TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 670
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Extraction phase was good. During the deployment phase one of the G-12Es separated from the M-1 release. Dent on aft panel, deck ring on aft panel left side bent, load shifted, and M-1 punched hole in load. Platform will load on to aircraft with no binding.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Parachute connector was not properly seated in retaining clamp.				

CONTINUED ON NEXT PAGE

ANALYSIS: 1

WHAT WAS THE MALFUNCTION?

One parachute prematurely released from the retaining clamp. Fingers not seated in retainer clamp.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Fingers were not properly seated in retainer clamp.
2. Rigging error (improperly rigged).
3. Before load JAI did not properly inspect the load.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Follow proper rigging and JAI procedures IAW TO 13C7-1-8.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1207	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 393	12. SURFACE WINDS (Knots) 04/04	13. VISIBILITY (Feet/Miles) 7+

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy (training) 3480 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 650
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>On green light, the extraction parachute deployed as normal. The heavy equipment platform was noticed to extract slowly, but otherwise there was no other indications of a malfunction. Crew was notified about a drop malfunction on their second pass at the DZ. Crew returned to base for a malfunction investigation. The extraction parachute was released from the three-point link prematurely and a set of G12E risers sheared allowing one of the G12 parachutes to land away from the load.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>Investigation revealed the extraction line was not properly rigged to the three-point adapter (EFTC). A loop was routed around the three-point (NOT THE END OF THE EXTRACTION LINE). During the extraction, the ELB was jammed into the three-point providing enough force to allow the platform to overcome the right hand lock setting. The extraction line at the same time was slipping through the three-point as it was moving aft in the aircraft which explains why it was slow to exit. This possibly explains why one of the G12Es was sheared off when the platform flipped. The platform landed on the DZ on its end, with the EFTC end embedded in the sand.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 2

WHAT WAS THE MALFUNCTION?

Extraction line not properly attached to the three-point link.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Loop of line bag with transport tie connected rather than end of line.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure FM 10-500-3 for aircraft series is followed.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 150 Knots	11. DZ ELEVATION (Feet) 1532	12. SURFACE WINDS (Knots) 150/10	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply 3245 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8 Chapter 11	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 2 Lock 15
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>After initiation of green light, the first load of a sequential package departed the airplane with no problems. The extraction line elongated and the extraction parachute fully inflated to provide enough resistance to overcome the right hand locks but the parachute immediately failed and separated from the extraction line. The load then gravity fed from the aircraft. The trailing extraction line provided enough force to deploy the main cargo parachutes and the load landed without any damage.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>The cause of this malfunction has not been determined but the facts point to a failed Type IV link. All of the loadmasters (1 evaluator, 1 instructor, 2 students) involved testified that the faceplate of the link was installed correctly. The JAIs also testified that the faceplate was on and that the keeper was taped. On the drop zone, the hard side of the Type IV was found and one of the posts had been pulled from its position. We also recovered 1 spacer that was found near the load. We have not found the faceplate after spending 24 man hours looking for it. We found damage on the forward portion of the first load that fits the rounded portion of the type IV. The indent was 1 inch wide X 3/4 inch long X 3/16 inch deep. The damage caused by striking the platform may have been enough to dislodge the face plate and allow the extraction parachute to separate from the line. Another possibility is that the extraction line turned on the type IV to where the extraction force was applied to the faceplate. This would force the separation from the faceplate and allow the extraction parachute to separate.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 3

WHAT WAS THE MALFUNCTION?

Type IV link failure.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Sequential rigging of the Type IV striking forward edge of the platform causing failure.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Use two-point link for sequential loads.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 590	12. SURFACE WINDS (Knots) 210 @ 5	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT HE, Mass 2656 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Lock #10
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>At release point, the 15-foot extraction parachute exited and opened deployed. Immediately after the extraction parachute opened, it appeared that the left side suspension lines broke and the parachute deflated and began to streamer behind the aircraft. The aircrew completed malfunction procedures and cut the extraction parachute away.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>Upon investigation of the recovered extraction parachute, it had 20 drops, the cage code was 02693, manufacture date 11/91, serial number 941. The retainer bands were correct. The investigation could not determine which lines broke, because the aircrew towed the extraction parachute back across the drop zone causing the extraction parachute to be shredded, 8 panels blown out, and only 5 lines still being attached. Look number 10 was checked and it pressured checked good.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 4

WHAT WAS THE MALFUNCTION?

15-foot extraction parachute damaged causing deflation and broken lines.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Possible improper rigger procedures.
2. No quality assurance.
3. Possible improper previous rigging.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Install a proper quality assurance program.
2. Follow proper rigging procedures.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 100 Knots	11. DZ ELEVATION (Feet) 529 Feet	12. SURFACE WINDS (Knots) 2-4	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT M998/M119 20,220 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-519/ TO 13C7-10-31	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain) CVR
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER 32 Foot Type V	27. TYPE PARACHUTE AND NUMBER G-11B (4)	28. SIZE EXTRACTION/RELEASE PARACHUTE 28-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 2
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>One 32-foot platform containing one M998 and one M119 was being airdropped from a C-141 as the lead platform of a two platform sequential. After the platform exited the aircraft, the deployment and recovery phase never occurred which prevented the parachutes from deploying. The damage which occurred after the load impacted the DZ was the platform, the M998, and the M1119 being completely destroyed.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>After retrieving the extraction parachute and extraction line, we noticed that the looped portion of the 140 foot 3lp that attaches to the 3-point link was burned and broken. The incident was caused when the extraction parachute and line deployed and exerted positive force to the EFTC. Once the force was applied to the locks and they disengaged the 140 foot 3lp snapped and detached from the 3 point link. This prevented the deployment and recovery phase from ever taking place.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 5

WHAT WAS THE MALFUNCTION?

Extraction line broke (burned) away from the platform 3-point link.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Extraction line jammed under platform and roller.
2. End not taped and got around 3 point.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure proper rigging procedures are performed.
2. Ensure proper JAI procedures are performed.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 590	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 7

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy/Mass 2690 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Lock 10
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>At release point the 15-foot extraction parachute exited and fully deployed. Immediately after the parachute opened, it appeared that the left side suspension lines broke and the parachute deflated and began to streamer behind the aircraft. The aircrew completed malfunction procedures and cut the extraction parachute away. The extraction parachute was not found</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>The parachute was cut away in flight and was not recovered. The log book for the parachute is stowed in the bag which stays with the parachute. A log book is maintained in the hangar but when I checked it showed only four drops. The first entry stated that on this repack "new bag same parachute". This indicates that at least one sheet had been completed (19 drops) and was not transcribed. We can only speculate that the parachute had 23 drops if only one page had been completed.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 6

WHAT WAS THE MALFUNCTION?

15-foot extraction parachute left side suspension line broke on extraction phase.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Material failure.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform proper inspection procedures and identify parachutes which may fail.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1366	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 352	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Clear

III. CARGO				
23. TYPE LOAD AND WEIGHT Sequential 16 Foot M998 9620LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-517/ TO 13C7-1-111	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-11B (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 22-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Second

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

During a sequential drop, the first platform exited with no problems. The extraction parachute from the second platform exited with the first platform but failed to fully inflate. The secondary loadmaster noted the 22 foot extraction parachute appeared to have a line over (aircraft's right side) the canopy. The primary loadmaster pulled the right hand cross over. The load still failed to exit the aircraft. The primary loadmaster installed one left emergency aft resitrait chain. As the secondary loadmaster went to install the right emergency aft restraint, the platform began to move and exited the aircraft taking with one 10,000 pound chain and two devices. The device was installed to the floor tie down ring A-3. The device pulled the tie down ring out of the floor. The load exited and landed off the DZ due to the delay in exiting the aircraft.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

A break test was accomplished on locks 3 and 4. Both locks tested within tolerance. The condition of the 22 foot extraction parachute was not determined.

CONTINUED ON NEXT PAGE

ANALYSIS: 7

WHAT WAS THE MALFUNCTION?

The 22-foot extraction parachute failed to perform properly.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Improper parachute pack procedures.
2. Loadmaster inexperience.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure proper pack procedures are followed.
2. Brief signals prior to flight (loadmasters).

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 700 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 6156	12. SURFACE WINDS (Knots) 260 at 15	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Training Heavy Equipment 3490 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot EFTC	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT F/S 500
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>In the deployment phase of a sequential drop, one of the two G-12Es on the second load departed. The remaining G-12E deployed normally and the load descended smartly without further incident. The departed G12-E descended with the extraction parachute and the other parachute bag. The parachute bag closing ties were broken and the suspension line stowage flap was partly deployed. The riser extension was seen still connected to the ground release on the load's descent. The riser extension was found near the load. No damage incurred.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>The departed G-12E was found with the parachute clevis, nut, and bolt still intact. The suspected cause was the riser extension was not connected to the parachute clevis.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 8

WHAT WAS THE MALFUNCTION?

G-12 parachute departed load upon deployment.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Riser extension was not connected to parachute clevis

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Pay more attention to detail.
2. Ensure proper before load JAI and after load JAI is performed.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 900 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 590	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT HE/MASS 2572 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Lock #9
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Extraction parachute failed to inflate. The parachute was described by the instructor loadmaster as being a cigarette roll. Emergency procedures were complied with. Extraction parachaute was cut away and was not recovered. Parachute had 10 recorded drops. The right hand lock was set @ 2.5 and was pressure checked after landing and were within limits.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Unknown.				

CONTINUED ON NEXT PAGE

ANALYSIS: 9

WHAT WAS THE MALFUNCTION?

15-foot extraction parachute failed to inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Cigarette roll.
2. Loose materials inside bag.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure proper packing procedures are followed.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1000 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) NA	12. SURFACE WINDS (Knots) 0-5	13. VISIBILITY (Feet/Miles) 7+ Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT M998 9000 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-517/ TO 13C7-1-111	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-11B (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE RS 22-Foot	30. POSITION OF LOAD IN AIRCRAFT
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>M998 load extracted okay from aircraft. It appeared that one of the two parachutes was not inflating properly. The load landed okay with no visible damage having occurred to it. The malfunction NCO went out to the load and started his investigation.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>The cause was a G-11C that had been pulled down for repack was picked up from the floor where the G-11s were staged for the rigging mission. The cutter ties had already been cut and removed for it to be replaced. That was the reason the cutters failed to fire to allow the parachute to fully inflate.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 10

WHAT WAS THE MALFUNCTION?

1. G-11C failed to fully inflate.
2. Cutters not tied.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Reefing line cutters not tied to bag.
2. Reefing line cutter did not fire.
3. Improper packing procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Insure proper JAI procedures are performed.
2. Make sure the G11Bs are not mismatched with a C.
3. Record book check would have caught the outdated repack.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT KC-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1500 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 40	12. SURFACE WINDS (Knots) 1-2 020	13. VISIBILITY (Feet/Miles) Night

III. CARGO				
23. TYPE LOAD AND WEIGHT Door Bundle 46 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 57-220	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	Manual Push
26. TYPE PLATFORM/AIR-DROP CONTAINER A-7A Straps	27. TYPE PARACHUTE AND NUMBER 68-Inch Pilot Parachute	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT On the Ramp
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>The malfunction occurred due to the 68-inch parachute being connected to the deployment bag with 1/2-inch tubular nylon. The static line was connected to the anchor line cable by a small clevis. The load (2 cases of MREs) was then towed before breaking up and falling. The parachute, connector strap, and A-7A straps were retrieved into the aircraft. The aircraft sustained damage to the aft end of the cargo door and the underside of the horizontal stabilizer.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>The 68-inch parachute was packed as a breakaway parachute but marked as nonbreakaway by the packer. The static line was placed onto the anchor line cable as a nonbreakaway. The 1/2-inch tubular nylon prevented the load/parachute from separating from the static line/deployment bag causing the load to be towed and subsequently breaking up.</p>				

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ANALYSIS: 11

WHAT WAS THE MALFUNCTION?

1. 68-inch pilot parachute marked improperly.
2. Parachute marked breakaway and should have been marked nonbreakaway.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Rigger situational awareness.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Be more attentive to rigging and retrain individuals involved.
2. Perform closer checks during packing or rigging.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 375 (AGL)	10. ACFT SPEED (Knots) 145 Knots	11. DZ ELEVATION (Feet) 103 (MSL)	12. SURFACE WINDS (Knots) 8 Knots	13. VISIBILITY (Feet/Miles) 5 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS X 6 945/800/825/ 825/660/660	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain) CDS
		NO. PLATFORMS	NO. CONTAINERS 6	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 Containers	27. TYPE PARACHUTE AND NUMBER G-14 (2 per container)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT right/single

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The on scene malfunction NCO said it appeared all the parachutes did not have time to fully inflate resulting in two CDS loads impacting the ground and each other. Six barrels, one A-22 container and one G-14 bag were damaged as a result of the airdrop. This office received a copy of a Drop Malfunction/Off DZ Checklist from the pilot of the C-17. Item 18 of this checklist gives a narrative description of the circumstances (i.e. due to the expectation of having G-12Es, we programmed the box for 375 feet AGL which is 75 feet above the operational minimum (300 feet) for G-14s. AFI 11-231, page 114, table 8.3) A video of the airdrop was obtained and shows that the parachutes did have enough time to inflate and most did. However after the second bundle departs the aircraft, it appeared the parachute hung up inside the aircraft allowing the third bundle's parachute to deploy between the risers of the second's entangling the two loads. This resulted in the two parachutes never fully inflating prior to impacting the ground.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

After viewing the video coverage of the incident I do not think the altitude of the airdrop (375 AGL) was a factor in the incident. However in AFI 11-231, table 8.3 airdrop altitudes I could not easily distinguish if this chart referenced number of bundles or canopies for the G-14. One possible cause could have been an improper breakcord tie attaching the static line to the bridle loop delaying the exit of the second bundle's parachute.

CONTINUED ON NEXT PAGE

ANALYSIS: 12

WHAT WAS THE MALFUNCTION?

1. Two CDS bundles (A-22) impacted the ground.
2. Single stick from C-17, all bundles exited.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Parachutes deployed however possible parachute starvation occurred.
2. May have been flying too low.
3. Incorrect CDS ballistics.
4. A heavier bundle may have exited behind a lighter bundle, exiting at a quicker rate.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Look into anchor cable stop location.
2. Maintain less than or equal to 10 percent weight difference between all CDS bundles.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 607 (AGL)	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 123 (MSL)	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 5 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 800 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain) CDS
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 Container	27. TYPE PARACHUTE AND NUMBER 26 Foot HV (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 687
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The aircrew did not notice any unusual circumstances leading up to the airdrop and the drop itself. The malfunction NCO noted that the 26-foot parachute did not fully inflate. Upon inspection, it was discovered the suspension lines were twixed. The ground party notified the aircrew of the malfunction. No damage was incurred.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The pilot noted that the winds were gusting at altitude so possibly this could have caused the parachute to cigar roll twisting the suspension lines. Another cause could be since the same rubber retaining bands are used over and over again to secure the suspension line stows to the parachute, old rotting bands could break causing a line dump entangling the suspension lines.				

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ANALYSIS: 13

WHAT WAS THE MALFUNCTION?

Not really described as a malfunction. Single A-22 HV container exited, deployed and recovered okay. Upon recovery at night time, drop zone crew noticed some suspension lines twisted.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Could have had a possible line dump or possible poor line check during parachute repack.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Possibly do more thorough check when packing parachutes.
2. Create QA program for rigger section.

AIRCRAFT MALFUNCTION REPORTS AND ANALYSES

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) Not Given	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 1120 MSL	12. SURFACE WINDS (Knots) Not Given	13. VISIBILITY (Feet/Miles) Not Given

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS	24. RIGGED IAW (TM/TO/NAVAIR No.) Not Given	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER Not Given	27. TYPE PARACHUTE AND NUMBER Not Given	28. SIZE EXTRACTION/RELEASE PARACHUTE Not Given	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Not Given
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) At green light, the port side static line retriever operated for one to two seconds and then shut down. Gate failed to cut. Load did not exit aircraft.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) CDS timer worked properly when preflighted by the primary loadmaster and flight engineer. During slowdown checklist, the static line retriever compression spring was confirmed to be seated in the retriever hingeplate and the CDS switch was armed. This was verified by the secondary loadmaster. Close inspection revealed yet another interesting way in which the Western-manufactured wrench may malfunction.				

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ANALYSIS: 14

WHAT WAS THE MALFUNCTION?

Single CDS container on a C-130. At green light, static line retriever activated for 1-2 seconds and gate failed to cut.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Excessive spring wear could have caused this.
2. Incorrect or poor angle of cable.
3. Loose side cut-off plate.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Check spring tension.
2. Situation requires more data as to what caused the retriever to shut off.
3. Perform more familiarization training of static line retriever during indock.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1759 MSL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 1259 MSL	12. SURFACE WINDS (Knots) 360/5G9	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply (CDS) 3296 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 Containers (4)	27. TYPE PARACHUTE AND NUMBER G-14 (8)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) At green light, the right hand western gear static line retriever was activated and ran for approximately one second and turned off and on three times before shutting off completely. Neither gate cut. One 80 pound guillotine knife safety tie broke.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The retriever limiter switch shut the retriever off.				

CONTINUED ON NEXT PAGE

ANALYSIS: 15

WHAT WAS THE MALFUNCTION?

Western gear static line retriever failed to operate for 3 seconds - Failed to cut gate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad static line retriever - cut off main spring loose allowing cup to unseat during retriever activation.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform proper preflight - ditto on familiarization training of retriever.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1313 MSL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 644 Feet	12. SURFACE WINDS (Knots) 340/4	13. VISIBILITY (Feet/Miles) 10 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT A-22 CDS Container 848 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	GRM
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 CDS Container	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 530
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) On green light, the Western Gear static line retriever activated for approximately 1 second, then prematurely cut off. The release gate stretched, the safety tie broke, but the gate did not cut. The container did not exit the aircraft.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The circuit breaker on the co-pilots lower right panel for that retriever was tripped. 94 LG maintenance reported: "The 100 lamp current limiter for that retriever had blown. We replaced it, and operations checked the system. It all checked good".				

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ANALYSIS: 16

WHAT WAS THE MALFUNCTION?

1. Required no further review.
2. Static line retriever activated for 1 second then cut off.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Maintenance problem - circuit breaker tripped.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not good information - possibly better preflight. May have tripped breaker after initial check.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1400 MSL	10. ACFT SPEED (Knots) 220 Knots	11. DZ ELEVATION (Feet) 30 Feet	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 7 +

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equip- ment 3500 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E(2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 650
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Loose platform after "pre-slowdown checklist" was complete, about three minutes prior to the "slowdown checklist" being called for. There was no damage to the aircraft or load.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Failure of the lock #10 which was set at 2.5 about eight minutes after completion of the "pre-slowdown checklist". MX text confirmed the #10 lock was bad.				

CONTINUED ON NEXT PAGE

ANALYSIS: 17

WHAT WAS THE MALFUNCTION?

1. Required no further review.
2. Loose platform in the aircraft (not good).

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Obviously bad spring tension on lock assembly.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Rotate lock usage for unilateral loads.
2. Use lower lock assembly (i.e. 5, 6, 7)
3. Perform and request periodic checks on higher lock assemblies (9, 10, 11).

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT UH-1H	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 2400 MSL	10. ACFT SPEED (Knots) 145	11. DZ ELEVATION (Feet) 1532	12. SURFACE WINDS (Knots) 170/ 5	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply 2825 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512 TO 13C7-1-8 Chapter 11	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 1070 17 & 18

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

During the slowdown checklist, the loadmaster was unable to arm the TRM. Ramp and door were then closed and reopened to try to regain logic - TRM still failed to arm. Malfunction checklist was accomplished and followed by post drop checks. Tactics were called and met the aircraft in parking.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Maintenance found a damaged spring in the TRM designed to hold the cam followers in place. The spring was repaired and TRM was armed normally on the ground. The heavy equipment platform was successfully dropped on the next pass with no problems.

CONTINUED ON NEXT PAGE

ANALYSIS: 18

WHAT WAS THE MALFUNCTION?

Required no further review. Loadmaster could not arm TRM.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

TRM spring.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Keep flying - still working out aircraft bugs.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1790 MSL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 1120 MSL	12. SURFACE WINDS (Knots) N/A	13. VISIBILITY (Feet/Miles) N/A

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 900 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-14 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 530

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

At green light, the port side static line retriever operated for one to two seconds then shut off. The gate failed to cut and the load did not exit the aircraft. No damage was incurred.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

CDS timer was preflighted by the primary loadmaster and flight engineer and operated properly. During slowdown checks, the static line retriever compression spring was confirmed to be seated in the retriever hingeplate and the CDS switch was armed. This was verified by the secondary loadmaster. Further investigation revealed yet another method by which the Western manufactured retriever can malfunction. The cup which rests inside the slotted-groove on the cutoff faceplate has a tendency to move out of position during actuation of the retriever winch at certain angles of the cable. Actuation of the retriever during post-flight inspection using different cable angles resulted in the cup moving out of position and cutting off the motor. Repeated activations showed that cup movement is more likely when the line from the pulley to the winch is not parallel, causing an angle on the beaded chain, which in turn pulls the cup out of the groove on the faceplate.

CONTINUED ON NEXT PAGE

ANALYSIS: 19

WHAT WAS THE MALFUNCTION?

Static line retriever - only operated for 1-2 seconds. Failed to cut gate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Excessive spring wear - maintenance using limiter switch to shut off static line retriever creating memory in the spring.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Check spring tension - ensure it stays seated.
2. Require more information as to what caused the retriever to shut off (i.e. limit switch, bad retriever motor).

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 312	12. SURFACE WINDS (Knots) 070 @ 10	13. VISIBILITY (Feet/Miles) Clear

III. CARGO				
23. TYPE LOAD AND WEIGHT Personnel	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 57-220	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>The left hand static line retriever failed to pull in the deployment bags after a troop drop. 10 minutes prior to the drop, the retriever cable was pulled out of the wheel well cable clips. Loadmaster corrected problem and adjusted the cable using the pistol grip. After the drop, the loadmaster installed the retriever sling assembly (choker) to retrieve the D-bags and the static line retriever failed to operate, retrieve or extend back out, with the pistol grip. The D-bags were retrieved by using a 5,000 lb strap. Once the weight of the D-bags were removed from the static line retriever it worked.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>A pull test was requested by tatics and the results found the clutch to be out of adjustment @ 1375. The range should be 1500 to 1800. Additionally maintenance found the adjustment screw for the auto shut off to be out of adjustment and made the winch cut off anywhere from 800 and up. NOTE: A new TCTO modification to conduct a pull test on a static line retriever requires an in-shop cage to be used. The pull test pulls in a straight line, however when the cable is rigged for airdrop either CDS or personnel it has an angle to it.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 20

WHAT WAS THE MALFUNCTION?

Static line retriever failed to pull in D-bags with TPRS installed.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Retriever failed pull test.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Require maintainers to perform more periodic pull test of retrievers. Western gears in particular.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 600 AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 1385	12. SURFACE WINDS (Knots) 140/07	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 1050 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 737
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>Gate failed to cut at green light. At green light static line retriever rewound for short time, stopped less second then started again for about 1 1/2 seconds.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>Static line retriever cable movement unseated retainer cup and caused retriever to stop then start again, thus gate did not cut.</p>				

CONTINUED ON NEXT PAGE

ANALYSIS: 21

WHAT WAS THE MALFUNCTION?

Requires more data to analyze properly. Gate failed to cut at green light, operated for less than 1 second.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Could have been bad retriever motor.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Perform good preflight. Training on retriever familiarization “send out reporting procedures”.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140 Knots	11. DZ ELEVATION (Feet) 550 Feet	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT HE Training 2825 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 630 C/B
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Extraction parachute deployed and inflated, but load failed to extract. Load extracted after primary loadmaster placed the right hand control handle to the EMERGENCY position. Right Lock #9, setting 2.50. No damage				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Right Lock #9 failed pressure check. Right Lock #9 replaced.				

CONTINUED ON NEXT PAGE

ANALYSIS: 22

WHAT WAS THE MALFUNCTION?

Load failed to exit with fully inflated extraction parachute.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad RH locks.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Rotate lock usage.
2. Request periodic check of locks 9, 10, 11.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 985 AGL	10. ACFT SPEED (Knots) 158 GS	11. DZ ELEVATION (Feet) 265	12. SURFACE WINDS (Knots) 280/05	13. VISIBILITY (Feet/Miles) Unrestricted

III. CARGO				
23. TYPE LOAD AND WEIGHT A-22 Container 1050 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT #1
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The CDS bundle failed to move after the release point checklist. Aircraft was lead of a three ship SKE CDS drop. Aircraft was within proper parameters for drop. At "green light" the CDS failed to move. Loadmaster called "malfunction" and requested the pilot to lower the deck angle to prevent the load from leaving the aircraft. The load began moving after the deck angle was lowered and exited the aircraft approximately 5 second after red-light. The drop zone crew found the container 1.9 kilometers from the PI on the run-in axis.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Inconclusive. The resulting investigation did not provide any clues as to why the container did not initially move. There were no discrepancies noted for the recovered CDS container, aircraft delivery systems, or aircrew procedures employed.				

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ANALYSIS: 23

WHAT WAS THE MALFUNCTION?

CDS bundled failed to exit at green light.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Wrong size skidboard, possible bowing of 3/4-inch skidboard. May have caught under dual rails of aircraft.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Use 1 inch skidboard, continue follow up tracking possible malfunctions.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 2070 MSL	10. ACFT SPEED (Knots) 151 KIAS	11. DZ ELEVATION (Feet) 1424 MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 9999

III. CARGO				
23. TYPE LOAD AND WEIGHT Water Barrels (4) 800 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 CDS (Non-CVR)	27. TYPE PARACHUTE AND NUMBER 26-Foot High V (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 495
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>The loadmasters stated that there was no turbulence at the time of the drop, that there was no slack in the release gate, and at green light the Western Gear Retriever ran for approximately 1 1/2 seconds and then shut off without breaking the 80-pound tie safety tie.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>This malfunction involved the right hand Western Gear static line retriever. We were able to duplicate this malfunction at the aircraft by readjusting the retriever cable to allow 2 to 4 inches of slack, arming the CDS/ LAPES switch, and activating the green light. At green light the Western Gear ran for approximately 1 1/2 seconds and shut off without breaking the 80pound safety tie. During our inspection of the retriever, we found that the compression spring was in good condition, the beaded chains were symmetrical at 4 7/8-inches, the retriever cup was seated, the limit switch screw was safetied, and there was a 1/16-inch gap in the limit switch. It was also noted that the retriever cable was rugging against the housing on the inboard side of the carriage assembly. The pulley was rigged at FS 530, release gate at FS 525, load C/B at FS 495, and the alternate forward barrier was rigged at FS 477. In conclusion, this malfunction was caused by the activation of the current limit switch due to the angle on the cable.</p>				

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ANALYSIS: 24

WHAT WAS THE MALFUNCTION?

CDS static line retriever shut off prematurely.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Current limiter switch caused this malfunction.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Be more observant of cable angle.
2. Check spring tension to ensure cup will stay seated.
3. Familiaization training on retrievers.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 600 AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 735 MSL	12. SURFACE WINDS (Knots) 160/02	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 1000 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) TO 1C-130A-9	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-14 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 530
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>The green light illuminated and the static line retriever pulled tight but the gate failed to cut. Malfunction was called and the CDS/LAPES switch was cut off. The crew ran the malfunction checklist and completion of drop checklist with no significant items to note. No further attempt to drop the load was made.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>The right hand static line retriever time caused the static line retriever to shut off prematurely, not allowing adequate time for the release knife to cut the CDS gate.</p>				

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ANALYSIS: 25

WHAT WAS THE MALFUNCTION?

1. Release gate failed to cut.
2. Load failed to exit aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Aircrew loadmaster was not performing proper preflight.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure loadmasters are trained properly.
2. Familiarization training of retrievers.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 472	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT HE Training	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 650 C/B
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Extraction parachute deployed and inflated, but load failed to extract. Load extracted after primary loadmaster placed the right hand control handle to the EMERGENCY position. Right lock #10, setting 2.50. No damage, no training lost.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Right lock #10 test IAW 33D2-37-9-1, lock released at 53 ft. lbs.				

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ANALYSIS: 26

WHAT WAS THE MALFUNCTION?

Extraction parachute deployed and load failed to exit.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Caused by the #10 lock malfunction, failed pull test.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Perform periodic tension check of dual rail locks.
2. Vary the locks used for heavy equipment instead of using the same lock constantly.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1200 AGL	10. ACFT SPEED (Knots) 150 KCAS	11. DZ ELEVATION (Feet) 170	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT 8 Ft Training Platform 2940 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	EFTC
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V, 8 Foot	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1
<p>31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)</p> <p>Two training platforms were loaded for two drops over the DZ. Aft platform left lock setting was 1. Forward platform left lock setting was 2. When the left locks were unlocked for the aft platform, the selector arm for the second pallet moved enough to partially engage the cam. This caused the lock to be opened approximately 1/4 inch. The pallet would have no restraint if the right locks had to be unlocked in an emergency.</p>				
<p>32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)</p> <p>Locks were set up according to applicable TOs. They also passed preflight inspection.</p>				

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ANALYSIS: 27

WHAT WAS THE MALFUNCTION?

Requires more information to analyze properly.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor rigging of lock assembly.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Perform good preflight of lock system.
2. Loadmaster should identify on-going maintenance problems.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 425 AGL	10. ACFT SPEED (Knots) 142 KIAS	11. DZ ELEVATION (Feet) 410 MSL	12. SURFACE WINDS (Knots) 270/5	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Mass CDS 3934 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain) CVR
		NO. PLATFORMS	NO. CONTAINERS 4	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 Container	27. TYPE PARACHUTE AND NUMBER G-12E (4)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 517 C/B
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) On green light, the western gear static line retriever activated, cut the left gate (type XXVI nylon), then prematurely cut off prior to cutting the right side gate. The left side stick of containers exited the aircraft, prior to the loadmaster stating malfunction. The right stick did not move, because the 80 lb safety never broke and the gate did not cut.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Aircraft equipment failure - western gear static line retriever.				

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ANALYSIS: 28

WHAT WAS THE MALFUNCTION?

CDS gate failed to cut - only one stick exited the aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Current limiter switch activated during release. Poor spring tension allowed cup to unseat.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure indepth preflight procedures are followed.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 942 AGL	10. ACFT SPEED (Knots) 150	11. DZ ELEVATION (Feet) 625 MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT 8-Foot Training LVAD 3040 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V 8-Foot	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 998
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Extraction parachute (fully inflated) failed to extract the load. Right emergency release handle was pulled and the load exited the aircraft normally. Locks were set properly.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Right hand locks need adjusting. Maintenance was contacted regarding the suspected problem.				

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ANALYSIS: 29

WHAT WAS THE MALFUNCTION?

C-141 extraction parachute failed to extract load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Possible locks in question.
2. Probable lock adjustment.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Periodic lock maintenance.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) Not Given	10. ACFT SPEED (Knots) Not Given	11. DZ ELEVATION (Feet) Not Given	12. SURFACE WINDS (Knots) Not Given	13. VISIBILITY (Feet/Miles) Not Given

III. CARGO				
23. TYPE LOAD AND WEIGHT Howitzer/ HMMWV 20240 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-519/ TO 13C7-10-31	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V 32 Foot	27. TYPE PARACHUTE AND NUMBER G11B (4)	28. SIZE EXTRACTION/RELEASE PARACHUTE 28-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 527
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Left hand locks would not disengage from platform during preslowdown checklist. No drop called and aircraft returned to base.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) QA impounded the aircraft. Maintenance found that the skid shims supposed to be installed under the rails were missing. These shims are about 1/8-inch thick and caused unsymmetrical dual rail locks.				

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ANALYSIS: 30

WHAT WAS THE MALFUNCTION?

Left hand dual rail locks would not disengage from platform during preslowdown checklist.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Rails missing shims that should have been installed when aircraft was at depot.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Possibly create a checklist for depot.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1080 MSL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet)	12. SURFACE WINDS (Knots) 270 @ 10	13. VISIBILITY (Feet/Miles) Unrestricted

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS High Velocity 700 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain) High Velocity
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER 26-Foot HV	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 700
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) At green light with the CDS/LAPES switch armed, the ABEL CORP static line retriever winch failed to run, with the system in the AD/TJ manual mode. Upon landing, the crew duplicated problem and encountered the same results. Avionics shop found a broken ground wire on the AD/TJ switch. After removing and replacing the faulty ground wire, the AD/TJ system was trouble shot and worked perfectly.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Faulty ground wire on the AD/TJ switch.				

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ANALYSIS: 31

WHAT WAS THE MALFUNCTION?

No further review required. Abel Corp static line retriever failed to activate using AD/TJ computer.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Faulty ground wire.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Replace ground wire and perform better preflight.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 1800 MSL	12. SURFACE WINDS (Knots) 180 at 18	13. VISIBILITY (Feet/Miles) Clear

III. CARGO				
23. TYPE LOAD AND WEIGHT Single Hi-V CDS 1080 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11 Chapter 9	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain) High Velocity
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER CDS	27. TYPE PARACHUTE AND NUMBER 26-Foot Hi-V (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 700
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The crew was scheduled to drop a single Hi-V CDS bundle. At the release point, the green light came on and the retriever rewound for 1.5 seconds. The gate failed to cut and the CDS failed to exit the aircraft.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Upon investigation beaded chains were measured at 4.75 and 4.50, limit switch gap was less than .50 and the limit screw was not safetied. The gate failed to cut due to the retriever prematurely cutting off.				

CONTINUED ON NEXT PAGE

ANALYSIS: 32

WHAT WAS THE MALFUNCTION?

Gate failed to cut due to retriever shutting off prematurely.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Improper preflight procedures by aircrew loadmaster.
2. Equipment should not have passed preflight by aircrew.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Perform better preflight.
2. Retrain aircrew checklist procedures.

PERSONNEL MALFUNCTION REPORTS AND ANALYSES

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 480 feet	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 Parachute System/ Weapon/Rucksack		16. JUMPER'S POSITION IN ACFT 1st Pass 4th Jumper	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 24
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

After exiting the aircraft at 12,500 feet AGL, jumper initiated his main ripcord pull sequence at 4,000 feet AGL. Jumper noticed that he had twisted lines and was going into a flat spin. Jumper was unable to bicycle out of his twisted lines. Jumper decided to perform cutaway procedures. Jumper landed off the DZ without incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

After performing a 100 percent inspection of the parachute system, no damage or abnormalities were found. Jumper experienced a twist on his main parachute suspension lines. Jumper was unable to clear his twisted lines and elected to perform cutaway procedures. Jumper landed safely off the DZ without incident. Cause of the malfunction, due to unstability.

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ANALYSIS: 33

WHAT WAS THE MALFUNCTION?

Jumper did not think the parachute deployed as designed, initiated cutaway procedures.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Speculated unstable body position due to lack of experience.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure proper training objectives are met and followed.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME		
9. ACFT ALTITUDE (Feet) 13,000 MSL	10. ACFT SPEED (Knots) 125 Knots	11. DZ ELEVATION (Feet) 4264 Feet MSL	12. SURFACE WINDS (Knots) 4	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-5 Freefall	16. JUMPER'S POSITION IN ACFT 1		
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Tension Knot	
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper packed his own parachute the day prior. Jumped, immediately went into a right hand spin. Released L toggle and could not correct spin with 50 percent or 100 percent L toggle. Released R toggle and pulled - it made the spin worse. Initiated cutaway procedures just below 8000 feet AGL; landed without further incident under his reserve canopy.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Tension knot caused during deployment.

CONTINUED ON NEXT PAGE

ANALYSIS: 34

WHAT WAS THE MALFUNCTION?

Uncontrollable canopy; R spin

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Suspected tension knot in R steering line.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure that jumper is packing IAW TMs and following all rigger checks.
2. Possibly recertify on packing procedures.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT Sea King	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME		
9. ACFT ALTITUDE (Feet) 8,000 AGL	10. ACFT SPEED (Knots) 80 Knots	11. DZ ELEVATION (Feet) 0	12. SURFACE WINDS (Knots) 8 Knots	13. VISIBILITY (Feet/Miles) 3 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-5 Freefall	16. JUMPER'S POSITION IN ACFT 3		
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS 32
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Upon deployment, jumper experienced a pilot parachute hesitation, but main bag left container. Jumper had low speed malfunction; right steering line wrapped around suspension lines.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Pilot parachute hesitation and bag leaving container early must have caused bag to "roll" out of pack tray, going through the right steering line. During packing, there must have been a lot of excess steering line (right) exposed in the bottom of the pack tray before/when the main deployment bag was rolled into the main container, while rotating the deployment bag so that the suspension line stows end up on the bottom. OPINION: The exposed suspension line stows swept and grabbed the right steering line while rotating in the bag. This situation was aggravated by too much excess steering line exposed away from the right risers suspension lines.

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ANALYSIS: 35

WHAT WAS THE MALFUNCTION?

Failure of main canopy to deploy properly.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Suspect improper packing procedures. Sounds like the misrouted steering line was packed into the parachute.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure proper packing procedures are followed IAW the proper TM.
2. Possible retraining for the packer.

I. GENERAL									
1. UNIT BEING AIRLIFTED		2. DEPARTURE AIRFIELD		3. DATE		4. TYPE ACFT C-130		5. ACFT SER NO.	
6. OPERATION/EXERCISE			7. DZ AND LOCATION			8. DATE AND TIME			
9. ACFT ALTITUDE (Feet) 1,250 Feet AGL		10. ACFT SPEED (Knots) 146-149 Knt		11. DZ ELEVATION (Feet) 3314 Feet		12. SURFACE WINDS (Knots) 8-10 Knots		13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL									
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT				15. EQUIPMENT WORN BY JUMPER Ruck/LBV			16. JUMPER'S POSITION IN ACFT 2nd Pass 2nd Stick/4th Jumper		
17. TYPE PARACHUTE (Specify) MC1-1C		18. TYPE MALFUNCTION						19. NO. JUMPS 72	
		SEMI-INVERSION		INVERSION		CIGARETTE ROLL			
		PILOT CHUTE		BLOWN SECTION		BROKEN SUSPENSION LINE			
20. TYPE OF RESERVE 24-Foot Diameter		21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None					
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Blown gore sections (gore 1 - section 4; gore 1 - section 5; gore 13 - section 5) during deployment sequence. Jumper was not falling faster than fellow jumpers, so he did not deploy reserve.									
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) 100 percent TRI was conducted on parachute, no abnormalities were found that indicate damage prior to deployment sequence. Jumper did not exceed 22 feet per second rate of descent standards as outlined in USASOC Reg 350-2, appendix U. Jumper's weight approximately 230 pounds with all equipment.									

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ANALYSIS: 36

WHAT WAS THE MALFUNCTION?

Parachute material failed in three places during deployment.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Higher aircraft speed because of altitude; MC1-1C construction.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not given

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1,250 Feet AGL	10. ACFT SPEED (Knots) 146-149 Knt	11. DZ ELEVATION (Feet) 3314 Feet	12. SURFACE WINDS (Knots) 0-3 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Rucksack, LBV		16. JUMPER'S POSITION IN ACFT 3 Pass 3rd Stick/4th Jumper	
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS 89
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Blown Gore #9	
20. TYPE OF RESERVE 24-Foot Diameter	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

One whole gore blew during deployment sequence. Jumper was not falling faster than fellow jumpers, so he did not deploy reserve.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

100 percent TRI was conducted on parachute, no abnormalities were found that indicate damage prior to deployment sequence. Jumper did not exceed 22 feet per second rate of descent standards as outlined in USASOC Reg 350-2, appendix U. Jumper's weight approximately 185 pounds with all equipment.

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ANALYSIS: 37

WHAT WAS THE MALFUNCTION?

One entire gore blown out.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Higher aircraft speed because of altitude; MC1-1C construction.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not given.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 5,000 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 710 MSL	12. SURFACE WINDS (Knots) 8 Knots	13. VISIBILITY (Feet/Miles) 10 Miles
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Flight Suit, Protective Helmet, Goggles		16. JUMPER'S POSITION IN ACFT 3 of 5
17. TYPE PARACHUTE (Specify) MT-1	18. TYPE MALFUNCTION			19. NO. JUMPS 18
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	
20. TYPE OF RESERVE MT-1	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None	
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Member flipped through risers after exit resulting in uncontrollable canopy. Member landed 20 feet from MIP without further incident.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Poor body position on exit.				

CONTINUED ON NEXT PAGE

ANALYSIS: 38

WHAT WAS THE MALFUNCTION?

Failure of main canopy to deploy properly and be controllable.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor body position, causing SM to flip through the risers, making canopy uncontrollable.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain soldier on proper exit procedures and stress its importance.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME		
9. ACFT ALTITUDE (Feet) 10,500 Feet	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 250 Feet	12. SURFACE WINDS (Knots) 1-3 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Ruck, O2 Mask, Twin 53 Bailout System	16. JUMPER'S POSITION IN ACFT Ramp, First Man, Left Side		
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 150
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) SM attempted to grasp main ripcord twice but could not due to the oxygen hose being in the way. At approximately 3,800 feet AGL, SM pulled red cutaway pillow and activated his reserve. During descent, the FF2 fired and released the main parachute w/d-bag from the container. SM attempted to retrieve parachute during daylight hours but was unsuccessful					
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The cause of the cutaway was due to oxygen hose of the mask covering the ripcord grip, there was no actual malfunction, and all equipment performed as it was intended.					

CONTINUED ON NEXT PAGE

ANALYSIS: 39

WHAT WAS THE MALFUNCTION?

Soldier cutaway main as his FF2 fired.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

02 hose/mask blocked his ripcord grip.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure proper pull procedures are rehearsed.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT UH-1H	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1500	10. ACFT SPEED (Knots) 90 KIAS	11. DZ ELEVATION (Feet) 275	12. SURFACE WINDS (Knots) 5-8	13. VISIBILITY (Feet/Miles) Unlimited
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Admin Non-Tactical		16. JUMPER'S POSITION IN ACFT 3P/1S/2J
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION			19. NO. JUMPS 26
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Tree Landing
20. TYPE OF RESERVE T-10	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Legs Broken	
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) SM exited aircraft normally. SM landed in the trees due to early release. The DZSO gave the execute command too early and the JM released the jumpers.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Early release from DZSO/JM team.				

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ANALYSIS: 40

WHAT WAS THE MALFUNCTION?

The jumper was released early and made a tree landing resulting in broken legs.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Early release from the DZSO/JM team. The DZSO/JM team was not using one standard method of DZ operations. Their “shooting from the hip” method proved inaccurate.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure all DZSOs and JMs are properly trained IAW FM 57-220 or other applicable regulations.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT MH-53	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1500	10. ACFT SPEED (Knots) 90	11. DZ ELEVATION (Feet) 15	12. SURFACE WINDS (Knots) 7	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC1-1/24 Foot Reserve/ Protective Helmet		16. JUMPER'S POSITION IN ACFT 1/5	
17. TYPE PARACHUTE (Specify) MC-1-1B	18. TYPE MALFUNCTION				19. NO. JUMPS 26
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE 24-Foot	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Cuts/Bruises		
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Jumper was participating in routine jump operations. After exit, his parachute deployed normally, the jump proceeded normally until fourth point of performance. During fourth point of performance, jumper failed to turn into the wind, during fifth point of performance jumper failed to execute a proper PLF and landed with leg extended and elbows out. After landing, jumper failed to release canopy release assembly and was dragged a short distance. Jumper received minor cuts and abrasions and a bruised left hip. Jumper was transported to hospital and released. Received stitches on left elbow.					
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Jumper failed to turn into the wind, do a proper PLF and use canopy release.					

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ANALYSIS: 41

WHAT WAS THE MALFUNCTION?

SM failed to turn into the wind..

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper error.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain the SM.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 480 Feet	12. SURFACE WINDS (Knots) 3 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4, Parachute System/ Weapon/Rucksack/02		16. JUMPER'S POSITION IN ACFT 3rd Pass 1st Jumper	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 25
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

After exiting the aircraft at 12,500 feet AGL, jumper initiated his main pull sequence at 4,000 feet AGL. Jumper noticed that he had a hung slider and was unable to correct. Jumper decided to execute emergency procedures for a malfunction. He had a fully deployed reserve at 1100 feet AGL. Jumper landed on the drop zone with no further incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The main canopy was recovered in a deployed state. A 100 percent TRI was performed on the main canopy and pilot parachute. No abnormalities were found. Jumper failed to perform emergency procedures by unstowing his brakes and elected to perform cutaway procedures. Jumper landed safely on the DZ without incident. Cause of the malfunction was due to not following proper pack procedures.

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ANALYSIS: 42

WHAT WAS THE MALFUNCTION?

Main canopy failed to fully deploy due to hung slider.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Hung slider at canopy.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure that proper pack procedures and rigger checks are being followed.
2. Ensure the proper emergency procedures are followed (unstow the brakes).
3. Retrain both areas.

TAR&M/SA VOL III

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT Twin Otter	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 12,000 Feet	10. ACFT SPEED (Knots) 90 Knots	11. DZ ELEVATION (Feet) +250 Feet	12. SURFACE WINDS (Knots) 0-3 Knots	13. VISIBILITY (Feet/Miles) 7 Miles
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC4, Rucksack, MBU 12P Mask, Twin-53s		16. JUMPER'S POSITION IN ACFT #2 of 11
17. TYPE PARACHUTE (Specify) MC4 Main Canopy	18. TYPE MALFUNCTION			
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	nondeployment of main canopy
19. NO. JUMPS 313				
20. TYPE OF RESERVE MC4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None	
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) SM initiated his pull sequence at 4,000 feet AGL. At 3,300 - 3,500 feet AGL, after pulling his ripcord and looking over his shoulder twice and seeing and feeling nothing, SM performed cutaway procedures. Other jumpers saw a parachute "fluttering" above him. Main parachute was recovered and found no deficiencies.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Main failed to inflate/deploy properly.				

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ANALYSIS: 43

WHAT WAS THE MALFUNCTION?

As perceived by the SM, the main failed to inflate/deploy properly.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The SM may not have allowed enough time for the main canopy to deploy.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure that the pull sequence is followed properly and a more vigorous look over the shoulder is exercised.
2. Retrain SM on proper pull sequence.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 10,000	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 38 Feet MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 25 % Illum	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4, LBE, FRT Mount Ruck, Gentex		16. JUMPER'S POSITION IN ACFT 4	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 65
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Suspected horseshoe	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper pulled at prescribed altitude (3500 feet AGL). Pilot parachute was not observed. After second over shoulder check, jumper began falling at a head-down attitude. Suspected a horseshoe malfunction. The jumper then performed cutaway procedures for a total malfunction. In conjunction with the reserve deploying, the jumper felt the main brush his legs.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Pilot parachute burble.

CONTINUED ON NEXT PAGE

ANALYSIS: 44

WHAT WAS THE MALFUNCTION?

Failure of the main canopy to deploy due to pilot parachute “burble”.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Possible that jumper did not make a vigorous enough check over his shoulder to clear the burble.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure proper procedures for clearing a burble are followed.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1,100 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 110 MSL	12. SURFACE WINDS (Knots) 5-7	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER M1950, LCE, Alice Pack		16. JUMPER'S POSITION IN ACFT 1st pass/5th	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 6
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Streamer	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The jumper exited the aircraft and his parachute had little or no lift capability. The jumper stated that at the end of his 4 thousand count he looked up and saw that his main parachute had deployed but was providing no lift capability so he activated his reserve parachute. The jumpers reserve parachute activated properly and he landed safely on the ground. Upon investigation of the equipment, 18 lines were found to be stress broken 22 inches from the L-bar connector links (lines 7-1 and 30-20) Several burn marks and holes were found throughout the lower and mid sections of the canopy on gores 7 through 1 and gores 30 through 23. Gore 7, section 3 had the largest hole with the fabric being torn from radial seam to radial seam. The deployment bag and static line were inspected and no damage was found.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Simultaneous exit of jumpers. It is believed that the jumpers from both doors exited at the same time and that they came in contact with each other under the aircraft. As the jumper with the incident passed the other jumper, his canopy was still deploying from the deployment bag. The canopy got caught on the other jumpers equipment and began to burn and tear. At some point during this deployment, the canopy became snagged and the stress transferred to the lines. The rear suspension lines broke due to the amount of stress being applied to them and as the rear gores of the parachute began to lift, the snagged portion of the canopy (gore 7) was freed.

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ANALYSIS: 45

WHAT WAS THE MALFUNCTION?

No lift capability due to 18 broken suspension lines and damage to canopy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Suspected near simultaneous exit of jumpers from both doors and a centerline collision of some sort under the aircraft causing damage to canopy. No damage found on equipment.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure proper mock door training and JM spacing/timing of jumpers.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 10,000	10. ACFT SPEED (Knots) 130 knots	11. DZ ELEVATION (Feet) 96	12. SURFACE WINDS (Knots) 360/08	13. VISIBILITY (Feet/Miles) 7+	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER None		16. JUMPER'S POSITION IN ACFT 2/10	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 70
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	main deployment at exit altitude	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper #1 exited ramp (dive) prior to transition, felt something hit him. Looking over his shoulder, he noticed the beginning of the main parachute deployment. Jumper #2 admitted to contacting jumper #1 on exit, and tried push off IAW standard procedure. Jumper #1 experienced a normal canopy deployment at approximately 9,800 feet AGL, and jumper #2 experienced normal canopy deployment at pull altitude. Both jumpers landed safely on DZ without further incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Contact on exit.

CONTINUED ON NEXT PAGE

ANALYSIS: 46

WHAT WAS THE MALFUNCTION?

Jumpers made contact on exit.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper exit procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain on exit procedures.

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1100	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 169 Feet MSL	12. SURFACE WINDS (Knots) 5-7 Knots	13. VISIBILITY (Feet/Miles) Clear
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Rucksack, M1950		16. JUMPER'S POSITION IN ACFT RD, #10 1st pa
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION			19. NO. JUMPS 7
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	entanglement
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Broken Femur	
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Jumper became entangled with fellow jumper. As jumper was working his way down to the lower jumper, he fell through the lower jumper's risers. When he came free of the other jumper, his parachute did not re-inflate. When jumper realized he was clear of the other jumper, he went to activate his MIRPS. After he pulled, he hit the ground. The MIRPS did not have time to work as prescribed.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The possible cause of the entanglement, spacing between jumpers, exit, and poor canopy control.				

CONTINUED ON NEXT PAGE

ANALYSIS: 47

WHAT WAS THE MALFUNCTION?

Mid-air entanglement.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumpers did not maintain proper distance from one another in the air. The MIRPS did not have enough time to fully inflate.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain jumpers on jumper awareness and maintaining proper distance.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C23B Sherpa	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1000 AGL	10. ACFT SPEED (Knots) 110 Knots	11. DZ ELEVATION (Feet) 709	12. SURFACE WINDS (Knots) 4-5 K	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Combat 1950		16. JUMPER'S POSITION IN ACFT 1st SK 2nd Jump	
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS 40 +
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Towed jumper	
20. TYPE OF RESERVE T-10 Troop	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The upper lateral band was torn away from the canopy at the point where the radial lines and vent lines are stitched together. Seven lines were ripped away on the lateral band. The band itself was torn in half. Damage was caused when the parachute became fouled with the aircraft.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

C23B was being tailgated, and as normal the D bag came up in the slipstream. As it emptied of canopy, the bag bounced up against the forward part of the horizontal stabilizers center. Just behind this point about 12 inches to 18 inches is a small exposed bolt with a safety nut on it. The upper lateral band caught on this nut just after the breakcord tie broke. This caused the afore described damage to the parachute. Two additional parachutes were damaged on this same aircraft, further down the canopy with much smaller holes being made.

CONTINUED ON NEXT PAGE

ANALYSIS: 48

WHAT WAS THE MALFUNCTION?

Main canopy did not deploy properly because it caught on a small bolt on the aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

A small bolt caught the upper lateral band.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Do not allow tailgate jumping of the C-23B Sherpa until this problem can be solved.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME		
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 300 Feet	12. SURFACE WINDS (Knots) 12-14 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Gentex, Goggles, Gloves, Altimeter	16. JUMPER'S POSITION IN ACFT 3rd out/ 1st pass		
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 165
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Premature Brake Release	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Exited at 12,500 feet AGL and pulled at 3,500 feet AGL with the main canopy opening normally but with a right hand turn. After noticing the left brake had released, I then deployed the right side brake. I couldn't pull the left brake down and then noticed the knot had lodged into the guide ring. After a few attempts to release it, I then decided to cutaway. The reserve deployed normally.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Parachute was repacked by the jumper himself with proper rigger checks. The rigger stated that the brakes were properly stowed during the repack. Main parachute was inspected after recovery and no defects or damage could be found. Possible cause: The brake may have come out of the finger trapped loop in the brake line either on the aircraft or during transporting the equipment to the departure airfield.

CONTINUED ON NEXT PAGE

ANALYSIS: 49

WHAT WAS THE MALFUNCTION?

Main canopy deployed by R steering toggle had a knot lodged in the guide ring. The jumper deemed the canopy uncontrollable.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

A knot lodged in the R steering guide ring.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure proper packing procedures and rigger checks are followed IAW the TM. Possible retrain on packing.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 4,000 Feet AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 0	12. SURFACE WINDS (Knots) 4-6 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Protec, Gloves, Flotation, Fins		16. JUMPER'S POSITION IN ACFT 2nd Pass/ 3rd in stick	
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS FF: 110 S/L: 40
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Slider lock	
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

SM exited over water without AOD and did not feel he had a main canopy and initiated cutaway procedures.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Malfunction NCO could not see the jumper clearly enough from his viewpoint on the surface to make an accurate assumption for cause of the malfunction. Main parachute was recovered with the brakes stowed, canopy out of deployment bag, and slider still up toward the stabilizers. The entire parachute system is relatively new with no defects found after inspection.

CONTINUED ON NEXT PAGE

ANALYSIS: 50

WHAT WAS THE MALFUNCTION?

Main canopy failed to fully deploy because of a hung slider.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Hung slider. SM may have had an accelerated sense of urgency because he did not have an AOD.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure that proper pull sequence procedures are followed even though they are low and jumping without an AOD. Possible retrain of soldier..

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 3500 Feet AGL	10. ACFT SPEED (Knots) 125 Knots	11. DZ ELEVATION (Feet) 0 (water)	12. SURFACE WINDS (Knots) 030/3	13. VISIBILITY (Feet/Miles) 10+	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER UDT vest, dive fins, dive knife, mask		16. JUMPER'S POSITION IN ACFT 2nd	
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS 65
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	lines over canopy & hung slider	
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)					
<p>After conducting a diving exit from the C-130, I assumed a stable position and deployed my main canopy. When reaching for my ripcord I must have gone into a head down position. When the main deployed, it wrapped around my right leg tearing my fin off my leg. The main partially opened and my right leg remained entangled. I was able to free my leg in seconds and proceeded to correct the canopy. When I looked above me, I noticed that I had a hung slider. I pulled down twice on the rear risers to try and free the slider. I was unable to correct the canopy. I was rapidly spiraling down, so I released the main and deployed the reserve. Several jumpers above me said that the canopy had several lines over the nose.</p>					
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)					
Bad body position on opening.					

CONTINUED ON NEXT PAGE

ANALYSIS: 51

WHAT WAS THE MALFUNCTION?

Failure of main canopy to properly deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper body position when pull sequence was initiated (head down).

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure SM is in proper body position prior to pull sequence.
2. Retrain the SM on proper transition and pull sequence.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT Twin Otter	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12500	10. ACFT SPEED (Knots) 80 Knots	11. DZ ELEVATION (Feet) 1400 MSL	12. SURFACE WINDS (Knots) Light Variable	13. VISIBILITY (Feet/Miles) 7+	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-5, medical rucksack		16. JUMPER'S POSITION IN ACFT Jumper #2/1st	
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS 45
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper was in a semi-head down position when he pulled. He did not feel the parachute deploying and executed cutaway procedures.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Jumper's head down position while pulling caused a verbal. Jumper did not turn and clear after pulling. Others noticed main deploying just as he cutaway.

CONTINUED ON NEXT PAGE

ANALYSIS: 52

WHAT WAS THE MALFUNCTION?

Main failed to deploy normally as perceived by the jumper.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Insufficient data.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain all of pre-jump from top to bottom because of lack of information.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 feet AGL	10. ACFT SPEED (Knots) 135 K	11. DZ ELEVATION (Feet) Not Given	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Ruck		16. JUMPER'S POSITION IN ACFT 1	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Hung by leg strap excess	
20. TYPE OF RESERVE	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The first paratrooper left door, 1st pass, exited door and I saw his leg strap get caught on the bottom air deflector support arm. I called malfunction and pointed notifying the safety as to where the strap was caught within seconds (approximately 4 seconds) with the green light still illuminated the safety cut the strap loose. The jumper was being towed approximately four feet behind the air deflector outside the troop door. I cleared the door after he was cut to verify that his parachute was opened and he was safe. I also ensured that no other jumpers went out after he did.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

It was determined that the jumper's leg strap for securing his ruck had loose leg strap excess webbing. It was the excess that wrapped around the lower air deflector support arm while he was standing by the door waiting to exit the aircraft. The jumper was cut away by the safety, his main parachute deployed normally and he landed 50 yards from the point of impact without incident. The report from the DZSO was that the jumper did not even know he was being towed.

CONTINUED ON NEXT PAGE

ANALYSIS: 53

WHAT WAS THE MALFUNCTION?

SM was towed by R leg strap caught on L air deflector support arm.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Excess webbing from leg strap was not properly stowed and caught on air deflector support arm.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure jumper is aware and alert. Ensure he stows excess webbing.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 4000 MSL	10. ACFT SPEED (Knots) 125	11. DZ ELEVATION (Feet) Sea Level	12. SURFACE WINDS (Knots) 06 Knots	13. VISIBILITY (Feet/Miles) 7+ Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER UDT vest/protec helmet/wet suit/fins		16. JUMPER'S POSITION IN ACFT last jumper	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 201
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Deployment bag lock	
20. TYPE OF RESERVE MC4 seven cell reserve	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper made a good diving exit off ramp and pulled main ripcord on a 5 second delay. The main canopy deployed off his back without delay. Jumper watched the D-bag come off his back; he had a good line stretch but his canopy did not deploy from the D-bag. He pulled down on his rear risers twice without success. Jumper immediately performed emergency cutaway procedures; his reserve parachute activated immediately. Jumper landed with his stick on the impact point without further difficulties. The jumper was not injured and the canopy was recovered within 5 minutes of landing on the water drop zone.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Bag lock; the last stow was still in rubber retaining band. Riggers inspected the parachute at home station; they think the lines on last stow may have been locked by the end of cascade line; at the point where the cascade line is attached to main line. This may have pinched the rubber retaining band against the grommet. Bottom line - last line stow failed to release from rubber band causing bag lock and failure of main canopy to deploy.

CONTINUED ON NEXT PAGE

ANALYSIS: 54

WHAT WAS THE MALFUNCTION?

Main canopy failed to deploy due to bag lock.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Last suspension line still in retainer band locked at the grommet by the end of the cascade line.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Insure proper packing procedures are followed and you are using the correct retainer bands.

**SUMMARY OF
SUPPLY AND EQUIPMENT DROPS**

3D TRIANNUAL CY 1999

	PLATFORM LOAD		SINGLE CONTAINER		CDS		TOTAL	
Number of Drops	1795		127		1742		3664	
Number of Malfunctions	10		1		2		13	
Percentage of Malfunctions	0.56		0.07		0.01		0.35	
Malfunction Phases:	IP	EF	IP	EF	IP	EF	IP	EF
Extraction	5	2	0	0	1	0	6	2
Deployment-Recovery	3	0	1	0	1	0	5	0
Release	0	0	0	0	0	0	0	0

IP-Incorrect Procedures

EF-Equipment Failure

**SUMMARY OF
PERSONNEL PARACHUTE JUMPS**

3D TRIANNUAL CY 1999

		C-17	C-130	C-141	OTHER	TOTAL
Nonmaneuverable	Number of Deployments	0	17,113	12,233	2,810	32,156
	Number of Malfunctions	0	2	2	0	4
	Percentage of Malfunctions	0.00	0.11	0.16	0.00	0.12
Maneuverable	Number of Deployments	0	7,424	637	4,089	12,150
	Number of Malfunctions	0	2	0	2	4
	Percentage of Malfunctions	0.00	0.27	0.00	0.49	0.33
Free-Fall	Number of Deployments	10	1,702	100	1,916	3,728
	Number of Malfunctions	0	10	0	5	15
	Percentage of Malfunctions	0.00	0.59	0.00	0.26	0.40
Total	Number of Deployments	10	26,239	12,970	8,815	48,034
	Number of Malfunctions	0	14	2	7	23
	Percentage of Malfunctions	0.00	0.53	0.15	0.79	0.48

**SUMMARY OF
PERSONNEL PARACHUTE MALFUNCTIONS**

3D TRIANNUAL CY 1999

	NON- MANEUVERABLE	MANEUVERABLE	FREE-FALL	RESERVE
Number of Deployments	32,156	12,150	3,728	13
Number of Malfunctions	5	5	15	0
Towed Jumper	1	1	0	0
Broken Static Line	2	0	0	0
Entanglement	1*	0	0	0
Failed to Inflate	1	0	1	0
Inversion	0	0	0	0
Pilot Chute	0	0	0	0
Semi-inversion	0	0	0	0
Suspension Lines	0	0	1	0
Other	0	4	13	2
Percentage of Malfunctions	0.16	0.41	0.40	0.15
Fatalities	2	0	0	0

*Injuries

**INJURIES OCCURRING ON PARACHUTE OPERATIONS
AS REPORTED ON DA FORM 285**

1 JULY - 30 SEPTEMBER 1999

	C-17	C-130	C-141	UNKNOWN	TOTAL
PLF-Related Injuries	0	12	6	28	36
Main Malfunction	0	0	0	0	0
Misrouting of Static Line	0	0	0	0	0
Entanglements	0	1	0	2	3
Tree Landings	0	0	0	0	0
In Aircraft	0	0	0	0	0
Hazards on Drop Zone	0	0	0	0	0
Other	0	0	0	1	1
Insufficient Information	0	0	0	1	1

AIRCRAFT MALFUNCTIONS

These malfunction reports are not included in the statistical data nor reflected in the percentage of malfunctions. All aircraft systems malfunctions which may have led to an abort or no-drop are constantly reviewed and analyzed for repeat or recurring trends and solutions. Corrective actions are recommended through Air Force maintenance systems.

PERSONNEL DROPS	
Improperly operating doors or ramps	0
Static line retriever	1
SUPPLY AND EQUIPMENT DROPS	
Rail locks	6
Improperly operating ADS	0
Improperly operating doors or ramps	0
Release mechanism	1
Electrical system	0
CONTAINER DROPS	
Rollers	0
Type XXVI gate	11
Static line retriever	0
Center Line Vertical Restraint (CVR)	0
TOTAL	19

HOT POOP

1. When attaching the EFTC mounting brackets on a 28- or 32-foot type V platform that has three sets of mounting bracket holes, use only the rear most set of holes.

2. The following message was sent out from Fort Lee concerning skidboards:

UUUUUR291000ZOOCT99

UNCLAS

SUBJECT: PREPARING SKID BOARD FOR DOUBLE OR STRETCH A-22 CARGO BAG LOADS

1. REFERENCE FM 10-500-3/TO 13C7-1-111, RIGGING CONTAINERS, DATED 8 DECEMBER 1992, AND CHANGE 1, DATED 26 SEPTEMBER 1996.

2. WHEN PREPARING A SKID BOARD FOR A DOUBLE OR STRETCH A-22 CARGO BAG LOAD, MAKE A DIAGONAL CUT IN EACH CORNER OF THE SKID BOARD AS SHOWN IN FIGURE 9-1, OF CHANGE 1, FM 10-500-3.

3. THE UPDATE WILL BE INCLUDED IN THE NEXT CHNAGE/REVISION OF FM 10-500-3.

4. THESE PROCEDURES HAVE BEEN COORDINATED AND APPROVED BY THE U.S. ARMY SOLDIER SYSTEMS CENTER AND THE U.S. AIR FORCE AERONAUTICAL SYSTEMS CENTER.

5. THE POINT OF CONTACT FOR THIS ACTION IS ROGER HALE, DSN 687-4769 OR COMMERCIAL 804-734-4769.

The following are some website's and POCs that are extremely helpful to us and we should be familiar with as JAIs and Riggers. There are two pages.

Submitting airdrop malfunctions via the web

<http://www.quartermaster.army.mil/adfsd/1748-2hm.html>

Submitting your MONTHLY airdrop summary via the intranet

<http://www.quartermaster.army.mil/adfsd/1748-3hm.html>

All 66 specific airdrop Field Manuals/Technical Orders on the web

<http://www.quartermaster.army.mil/adfsd/500list.html#anchor182312>

The world of A/D at Ft Lee, find Air Force people here,

<http://www.quartermaster.army.mil/adfsd>

Malfunction Review Board minutes and findings,

Field Manuals/Technical Orders

<http://www.quartermaster.army.mil/adfsd/admmohm.html>

If you can not get into any of the above for some reason go to this first

<http://www.lee.army.mil> Scroll down till you see

Quartermaster School and hit it

let it come up

Hit schools, the third one down on the left

Scroll down to Aerial Deliver and Field Services and hit it

Scroll down till you see the boxes and take your choice

Army /AF Technical Manuals / Technical Orders, the Army 1670/ AF 14D and 13C5 series for Aerial delivery parachutes, both personnel and cargo, plus other AD equipment. You can order a CD ROM under LOGSA in the ADFSD Links it is CD ROM 0132 Parachutes, Air Drop & Delivery Equipment ID # 076228 and Pin # 256490, but you have to order is through the Army publications and you have to set up an account , and yes we are authorized.

The Army's Pubs website is <http://www-usappc-hoffman.army.mil/pubs/>

You can also find forms for submitting RODs and QDRs in the Army's pubs website

FM 57-220 on the web, try the first URL. If the first doesn't work, go to the second URL. Hit it, go down to documents in just below the box on left side, hit it and documents will come up in the black box on the left of the main box. Scroll down till you see field manuals, hit it and go down to FM 57-220.

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/57-220/toc.htm>

<http://www.adtdl.army.mil/atdls.htm>

Scroll down this list to 1748, -1 and -3 to download your forms

<http://web1.whs.osd.mil/icdhome/FORMTAB.HTM>

Every form you can imagine

<http://web1.whs.osd.mil/icdhome/DDEFORMS.HTM>

Air Force Publications and Forms, find AFJI 13-210 Joint Airdrop Inspection Pub here

<http://afpubs.hq.af.mil/elec-products/>

Repository for Soldier Biological Chemical Command (SBCCOM) messages for parachutes etc such as; MAMs, GPMs, SOUs, you have to do user names and passwords and tuff to navigate but good info. The stuff we want is under Safety, so click on it!!

<http://aepps.ria.army.mil/>

ALIC (JAI) Instructor Handout

<http://www.lee.army.mil/quartermaster/adfsd/afhm.html>

<http://www.lee.army.mil/quartermaster/adfsd/alicins.pdf>

ALIC (JAI) Student Handout

<http://www.lee.army.mil/quartermaster/adfsd/afhm.html>

<http://www.lee.army.mil/quartermaster/adfsd/alicstu.pdf>

Great picture for wallpaper

<http://www.af.mil/photos/Nov1998/981130c130drp.jpg>

POCs at Ft Lee

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